

## **APPENDIX I**

---

### **CONSTRUCTION TRAFFIC ANALYSIS**

100

Aspirin 99 TRAPS (ADDITIONAL) @

70% in	69	35% in	25
30% out	30	75% out	74

13

7

4

⑤

W  
S

↑  
○  
○  
○  
○  
○

100

⑤

٢٠

86 ↓

5  
2  
↓

750

(25) 69 ✓

6430-1

SECRET

SECRET

②

④

4

⑤

53410

125

⑤

54

↓

↑ 30

59

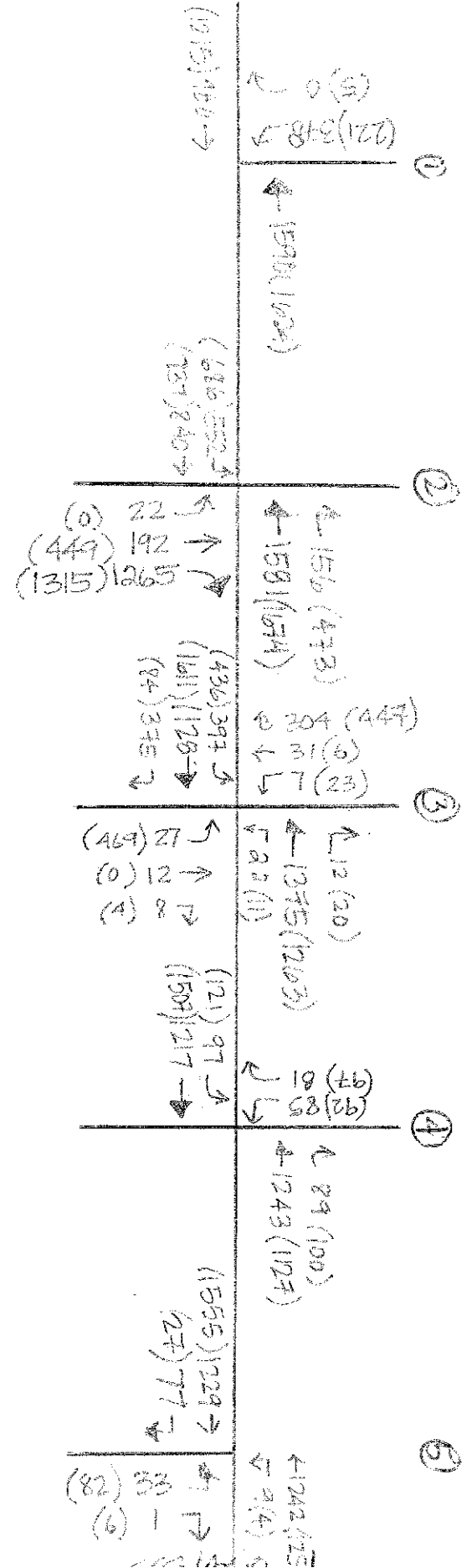
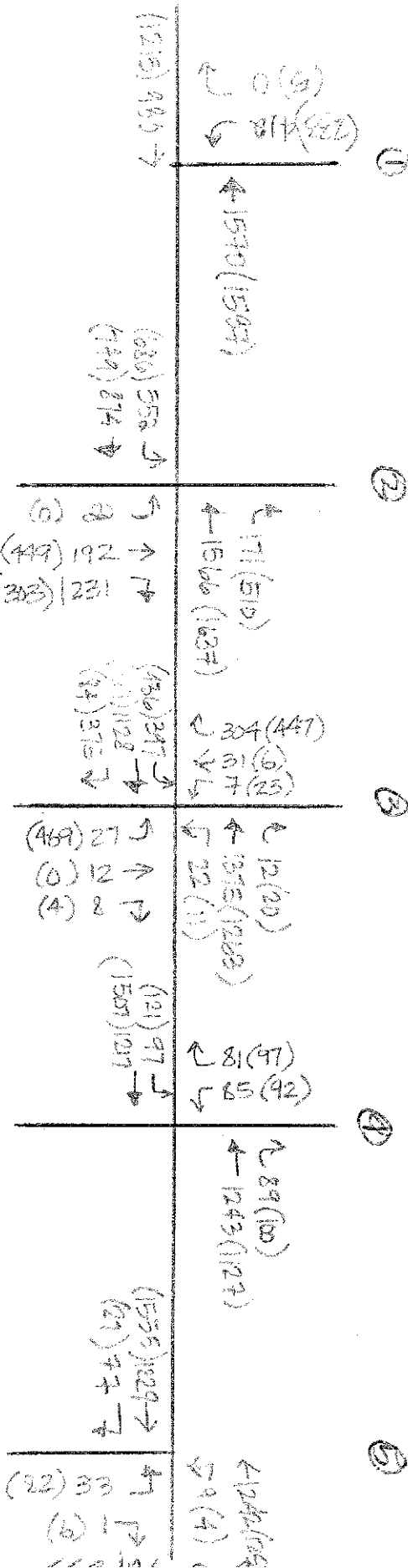
(13) 357

6-24/20

2014-10-10

STANDARD 1 ASSUMES ALL ADDITIONAL TRAFFIC COMES FROM S. 101 & 92E FRACIS DR.  
STANDARD 2 ASSUMES A 50/50 OF HND. TRAFFIC COMING FROM THE 100/50E  
101/92E TRAILS & 101/92E TRAILS DRIVE EARD. (unimproved only)

ALL VOLUMES 3 - SUPPLEMENTAL AND ONLY





# San Rafael

Mayor  
Albert J. Bono

Council Members  
Paul M. Cohen  
Barbara Heller  
Cyr N. Miller  
Gary O. Phillips

PUBLIC WORKS - ADMIN/ENGINEERING: (415) 485-3355 FAX: (415) 485-3334

April 19, 2004

File No.:

DKS Associates  
55 South Market Street  
Suite 1040  
San Jose, CA 95113  
Attention: Patricia Camacho, Project Manager

**RE: SAN QUENTIN STATE PRISON EIR DATA REQUEST**

Dear Ms. Camacho:

The City of San Rafael is also updating its current General Plan and many of the policies and information you are requesting have been revised. I suggest you contact the San Rafael Planning Department to obtain most of the information you have requested that relates to EIR preparation.

I am enclosing a turning movement volume for baseline (which is existing traffic volume plus approved projects that are not built or occupied yet), and the projected General Plan 2020 volumes for the three intersections you requested. San Rafael uses AM peak 7:00 to 9:00 AM and PM peak 4:00 to 6:00 PM for its peak period analysis. We do not have mid-day information you requested.

One of the improvements proposed in that area is the widening and signalization of Andersen Drive and Sir Francis Drake for the General Plan 2020. A copy of the San Rafael General Plan 2020 Draft EIR can be obtained from the San Rafael Community Development Department.

Sincerely yours,

DIRECTOR OF PUBLIC WORKS  
ANDREW J. PRESTON, P.E., P.L.S.

By  
NADER MANSOURIAN  
CITY TRAFFIC ENGINEER

NM:dw

Intersection	TIME	Scenario	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
ANDERSEN & SIR FRANCIS DRAKE	8:00	Baseline	178	0	11	173	1354	0	0	0	0	0	1155	80
ANDERSEN & SIR FRANCIS DRAKE	8:00	EIR2020	160	0	203	65	1409	0	0	0	0	0	1174	333
ANDERSEN & SIR FRANCIS DRAKE	17:00	Baseline	124	0	40	412	1106	0	0	0	0	0	1377	122
ANDERSEN & SIR FRANCIS DRAKE	17:00	EIR2020	296	0	104	260	1072	0	0	0	0	0	1440	286
580 EB RAMPS & MAIN	8:00	Baseline	23	5	326	0	49	49	0	0	0	5	27	0
580 EB RAMPS & MAIN	8:00	EIR2020	22	5	178	0	80	80	0	0	0	8	27	0
580 EB RAMPS & MAIN	17:00	Baseline	20	207	138	0	13	269	0	0	0	38	36	0
580 EB RAMPS & MAIN	17:00	EIR2020	20	95	132	0	19	621	0	0	0	41	35	0
580 WB Ramps & Main & FRANCISCO E.	8:00	Baseline	49	0	0	0	0	0	0	230	49	0	0	353
580 WB Ramps & Main & FRANCISCO E.	8:00	EIR2020	96	0	0	0	0	0	0	577	64	0	0	207
580 WB Ramps & Main & FRANCISCO E.	17:00	Baseline	269	0	0	0	0	0	0	180	16	0	0	174
580 WB Ramps & Main & FRANCISCO E.	17:00	EIR2020	622	0	0	0	0	0	0	565	17	0	0	158

Post-it® Fax Note 7671		Date 5-21-2004	# of pages 1
To Betty Camacho		From LINDA ZENG	
Co./Dept. DKS		Co	
Phone # 2		Phone #	
Fax # 408 292 9511		Fax #	

	DB	Day	Status	SEN	SE	EB	WB	WB	WB	NDR	MT	AP	EBR	EB	EB
ANDERSEN & SIR FRANCIS DRAKE	578	AM	Existing	177	0	11	170	1347	0	0	0	0	0	1120	76
ANDERSEN & SIR FRANCIS DRAKE	578	PM	Existing	123	0	40	404	1051	0	0	0	0	0	1374	121
580 EB RAMPS & MAIN	859	AM	Existing	23	5	214	0	49	38	0	0	0	5	27	0
580 EB RAMPS & MAIN	859	PM	Existing	20	207	134	0	13	208	0	0	0	36	36	0
580 WB Ramps & Main & FRANCISCO E.	861	AM	Existing	38	0	0	0	0	0	0	169	49	0	0	241
580 WB Ramps & Main & FRANCISCO E.	861	PM	Existing	208	0	0	0	0	0	0	170	16	0	0	170

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

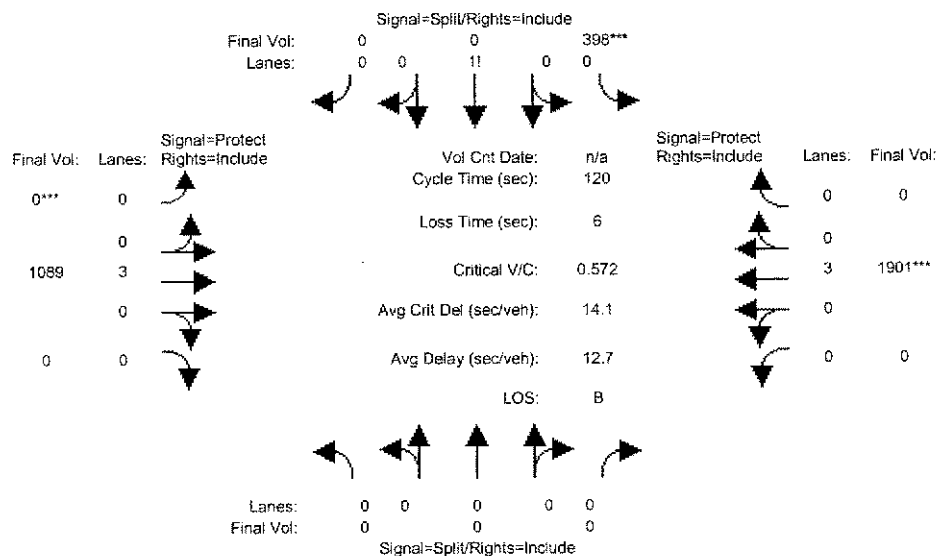
Summary Scenario Comparison Report (With Average Critical Delay)  
Base Volume Alternative

Intersection	BACKGROUND W/CONST - AM PEAK					BACKGROUND W/CONST - PM PEAK					???					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	Avg Del Change (sec)	Avg Crit Del	LOS	Avg Del (sec)	Crit V/C	Avg Del Change (sec)	Avg Crit Del
#1 U.S. 101 SB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD.	B	12.7	0.572	14.1	0.536	B+	6.7	0.536	6.0	0.536	?	xx.x	xx.x	xx.x	xx.x	?	xx.x	xx.x	xx.x	xx.x
#2 U.S. 101 NB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD	C+	15.3	0.742	17.7	0.927	C	22.1	0.927	25.6	0.927	?	xx.x	xx.x	xx.x	xx.x	?	xx.x	xx.x	xx.x	xx.x
#3 LARKSPUR LANDING CIR (W) & SIR FRANCIS DRAKE BLVD	B	12.9	0.712	15.3	0.831	C	19.7	0.831	24.4	0.831	?	xx.x	xx.x	xx.x	xx.x	?	xx.x	xx.x	xx.x	xx.x
#4 LARKSPUR LANDING CIR (E) & SIR FRANCIS DRAKE BLVD	B	8.1	0.595	11.3	0.597	B	8.3	0.597	12.1	0.597	?	xx.x	xx.x	xx.x	xx.x	?	xx.x	xx.x	xx.x	xx.x
#5 WEST GATE ENTRANCE & SIR FRANCIS DRAKE BLVD	F	52.1	0.000	52.1	0.000	F	168.5	0.000	168.5	0.000	?	xx.x	xx.x	xx.x	xx.x	?	xx.x	xx.x	xx.x	xx.x

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - AM PEAK

Intersection #1: U.S. 101 SB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD.



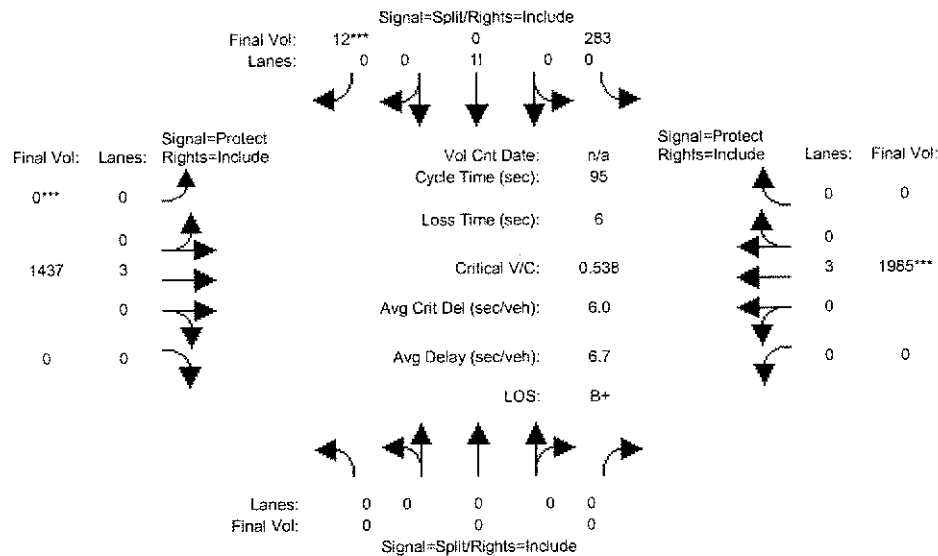
Street Name:	U.S. 101						SIR FRANCIS DRAKE BLVD								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	0		0		0	378		0		0	0	980		0	1590
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	0		0		0	378		0		0	0	980		0	1590
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00		1.00	0.95		1.00		1.00	0.99	1.00		1.00	0.92
PHF Volume:	0		0		0	398		0		0	990	0		0	1728
Reduct Vol:	0		0		0	0		0		0	0	0		0	0
Reduced Vol:	0		0		0	398		0		0	990	0		0	1728
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.10	1.00	1.00		1.00	1.10
Final Vol.:	0		0		0	398		0		0	1089	0		0	1901
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900	1900		1900	1900
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00		0.00		0.00	1.00		0.00		0.00	3.00	0.00		0.00	3.00
Final Sat.:	0		0		0	1900		0		0	5700	0		0	5700
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.00		0.00		0.00	0.21		0.00		0.00	0.19	0.00		0.00	0.33
Crit Moves:						****				****				****	
Green Time:	0.0		0.0		0.0	44.0		0.0		0.0	70.0	0.0		0.0	70.0
Volume/Cap:	0.00		0.00		0.00	0.57		0.00		0.00	0.33	0.00		0.00	0.57
Delay/Veh:	0.0		0.0		0.0	24.0		0.0		0.0	9.8	0.0		0.0	12.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0		0.0		0.0	24.0		0.0		0.0	9.8	0.0		0.0	12.0
DesignQueue:	0		0		0	18		0		0	32	0		0	58



CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - PM PEAK

Intersection #1: U.S. 101 SB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD.

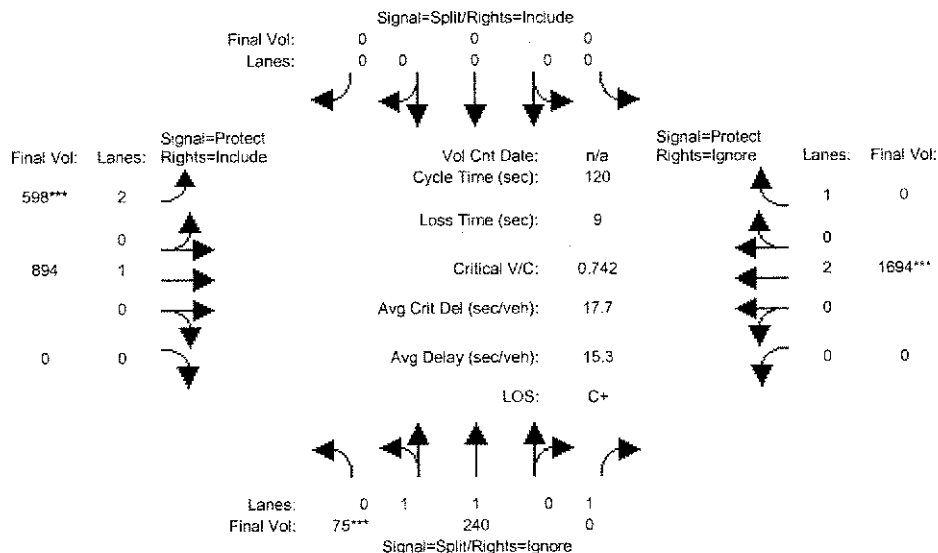


Street Name:	U.S. 101						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	221	0	5	0	1215	0	0	1624	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	221	0	5	0	1215	0	0	1624	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.78	1.00	0.42	1.00	0.93	1.00	1.00	0.90	1.00
PHF Volume:	0	0	0	283	0	12	0	1306	0	0	1804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	283	0	12	0	1306	0	0	1804	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00
Final Vol.:	0	0	0	283	0	12	0	1437	0	0	1985	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.96	0.00	0.04	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	1823	0	77	0	5700	0	0	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.25	0.00	0.00	0.35	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	27.5	0.0	27.5	0.0	61.5	0.0	0.0	61.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.54	0.00	0.39	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	19.2	0.0	19.2	0.0	5.1	0.0	0.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	0.0	19.2	0.0	5.1	0.0	0.0	6.0	0.0
DesignQueue:	0	0	0	11	0	0	0	29	0	0	41	0

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - AM PEAK

Intersection #2: U.S. 101 NB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD

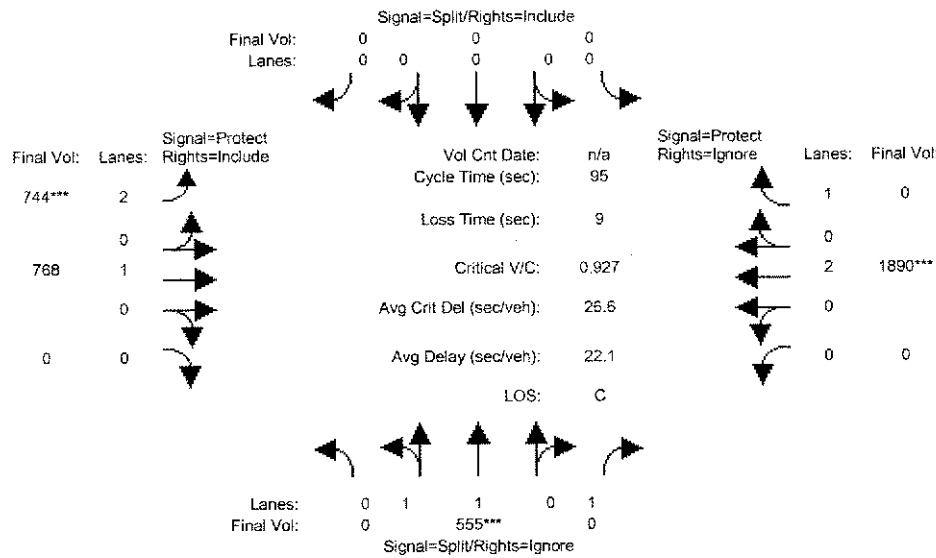


Street Name:	U.S. 101						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	192	1265	0	0	0	552	840	0	0	1581	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	192	1265	0	0	0	552	840	0	0	1581	156
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.31	0.84	0.00	1.00	1.00	1.00	0.95	0.94	1.00	1.00	0.98	0.00
PHF Volume:	71	229	0	0	0	0	581	894	0	0	1613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	229	0	0	0	0	581	894	0	0	1613	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	0.00
Final Vol.:	75	240	0	0	0	0	598	894	0	0	1694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	1.53	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	900	2900	1900	0	0	0	3800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.00	0.00	0.16	0.47	0.00	0.00	0.45	0.00
Crit Moves:	****						****				****	
Green Time:	13.4	13.4	0.0	0.0	0.0	0.0	25.5	97.6	0.0	0.0	72.1	0.0
Volume/Cap:	0.74	0.74	0.00	0.00	0.00	0.00	0.74	0.58	0.00	0.00	0.74	0.00
Delay/Veh:	38.1	38.1	0.0	0.0	0.0	0.0	31.1	3.0	0.0	0.0	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	0.0	0.0	0.0	0.0	31.1	3.0	0.0	0.0	12.1	0.0
DesignQueue:	5	15	0	0	0	0	33	13	0	0	51	0

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - PM PEAK

Intersection #2: U.S. 101 NB ON/OFF RAMP & SIR FRANCIS DRAKE BLVD

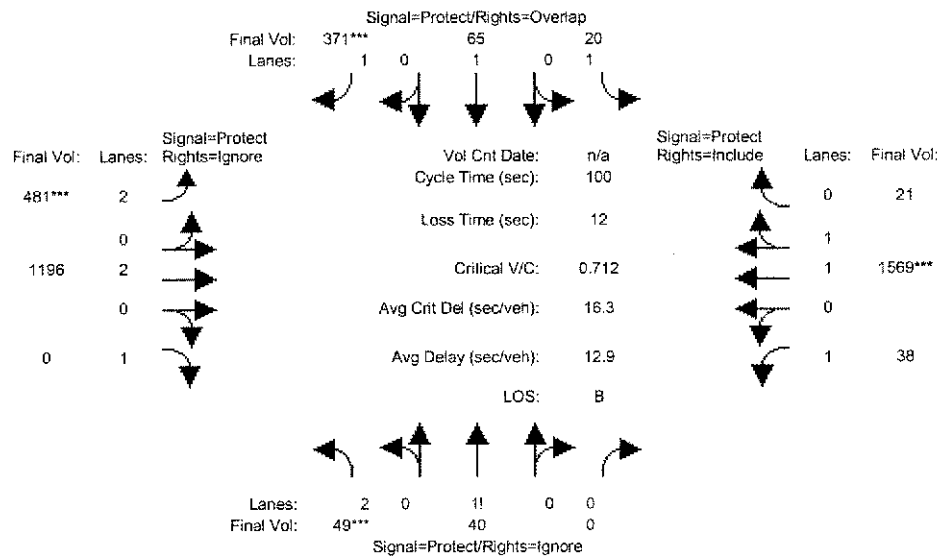


Street Name:	U.S. 101						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	449	1315	0	0	0	686	737	0	0	1674	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	449	1315	0	0	0	686	737	0	0	1674	473
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	0.85	0.00	1.00	1.00	1.00	0.95	0.96	1.00	1.00	0.93	0.00
PHF Volume:	0	528	0	0	0	0	722	768	0	0	1800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	528	0	0	0	0	722	768	0	0	1800	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.05	1.05	0.00	1.00	1.00	1.00	1.03	1.00	1.00	1.00	1.05	0.00
Final Vol.:	0	555	0	0	0	0	744	768	0	0	1890	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	3800	1900	0	0	0	3800	1900	0	0	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.00	0.00	0.20	0.40	0.00	0.00	0.50	0.00
Crit Moves:	****						****			****		
Green Time:	0.0	15.0	0.0	0.0	0.0	0.0	20.1	71.0	0.0	0.0	51.0	0.0
Volume/Cap:	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.54	0.00	0.00	0.93	0.00
Delay/Veh:	0.0	40.4	0.0	0.0	0.0	0.0	35.8	3.6	0.0	0.0	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.4	0.0	0.0	0.0	0.0	35.8	3.6	0.0	0.0	18.9	0.0
DesignQueue:	0	26	0	0	0	0	33	11	0	0	53	0

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - AM PEAK

Intersection #3: LARKSPUR LANDING CIR (W) & SIR FRANCIS DRAKE BLVD

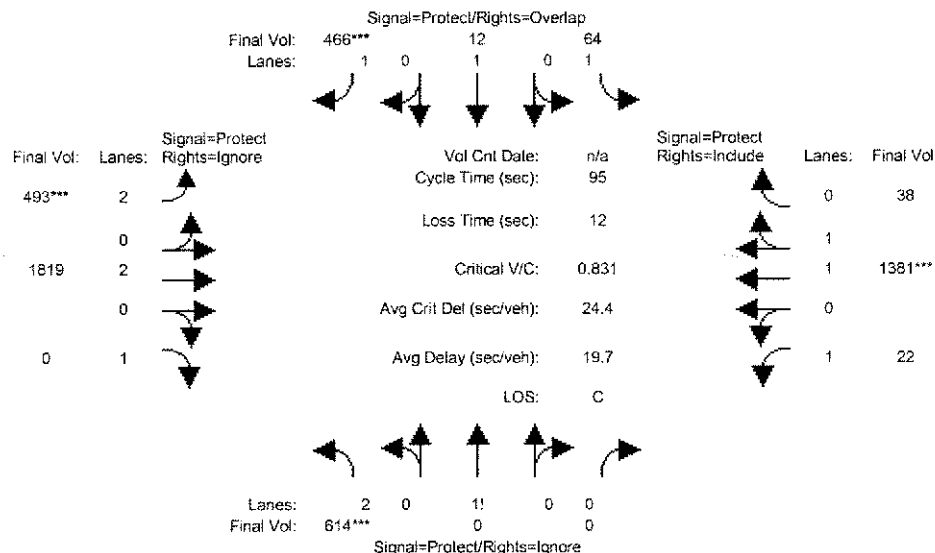


Street Name:	LARKSPUR LANDING CIR (W)			SIR FRANCIS DRAKE BLVD		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0
Volume Module:						
Base Vol:	27	12	8	7	31	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	12	8	7	31	304
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.61	0.30	0.00	0.35	0.48	0.82
PHF Volume:	44	40	0	20	65	371
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	44	40	0	20	65	371
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00
Final Vol.:	49	40	0	20	65	371
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	0.00	1.00	1.00	1.00
Final Sat.:	3800	1900	0	1900	1900	1900
Capacity Analysis Module:						
Vol/Sat:	0.01	0.02	0.00	0.01	0.03	0.20
Crit Moves:	****			****		****
Green Time:	1.8	7.6	0.0	3.8	9.6	27.4
Volume/Cap:	0.71	0.28	0.00	0.28	0.35	0.71
Delay/Veh:	42.9	28.3	0.0	30.7	27.8	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	28.3	0.0	30.7	27.8	24.3
DesignQueue:	3	2	0	1	3	16

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - PM PEAK

Intersection #3: LARKSPUR LANDING CIR (W) & SIR FRANCIS DRAKE BLVD

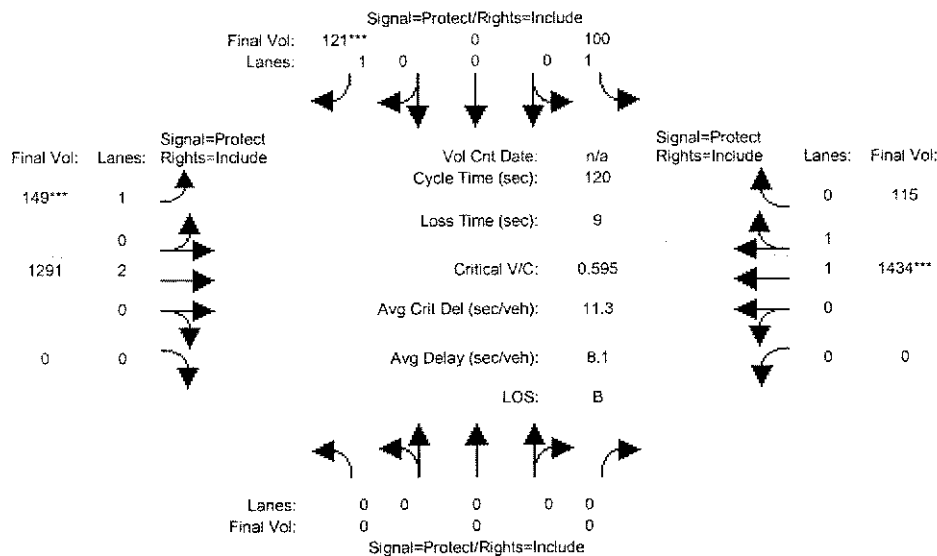


Street Name:	LARKSPUR LANDING CIR (W)						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	469	0	4	23	6	447	436	1611	84	11	1263	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	469	0	4	23	6	447	436	1611	84	11	1263	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.84	1.00	0.00	0.36	0.50	0.96	0.91	0.93	0.00	0.50	0.96	0.56
PHF Volume:	558	0	0	64	12	466	479	1732	0	22	1316	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	0	0	64	12	466	479	1732	0	22	1316	36
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	0.00	1.00	1.00	1.00	1.03	1.05	0.00	1.00	1.05	1.05
Final Vol.:	614	0	0	64	12	466	493	1819	0	22	1381	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	0.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	5700	0	0	1900	1900	1900	3800	3800	1900	1900	3700	100
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.03	0.01	0.25	0.13	0.48	0.00	0.01	0.37	0.37
Crit Moves:	****					****	****				****	
Green Time:	12.3	0.0	0.0	25.5	13.2	28.0	14.8	56.2	0.0	1.4	42.7	42.7
Volume/Cap:	0.83	0.00	0.00	0.13	0.05	0.83	0.83	0.81	0.00	0.81	0.83	0.83
Delay/Veh:	31.6	0.0	0.0	17.0	22.9	27.4	31.9	11.5	0.0	89.8	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	0.0	17.0	22.9	27.4	31.9	11.5	0.0	89.8	17.4	17.4
DesignQueue:	29	0	0	2	1	19	23	45	0	1	45	1

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - AM PEAK

Intersection #4: LARKSPUR LANDING CIR (E) & SIR FRANCIS DRAKE BLVD

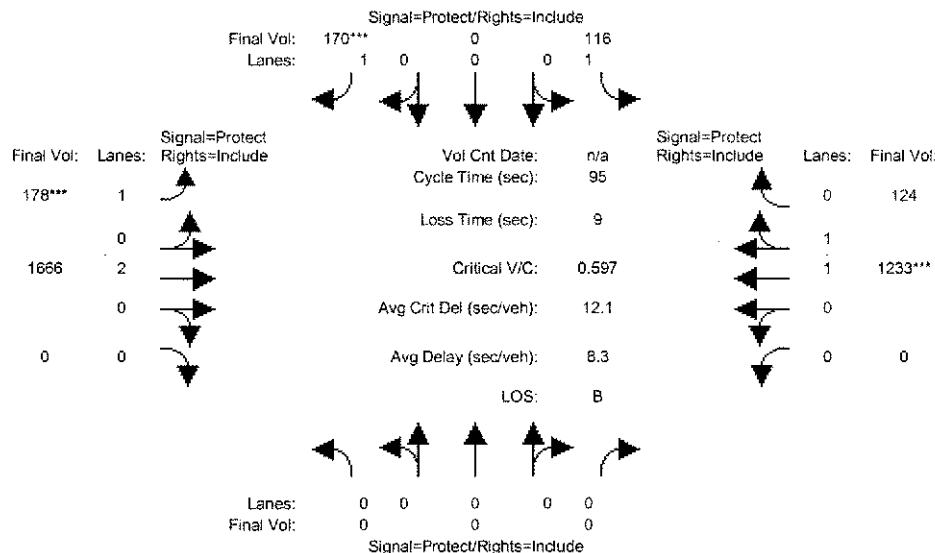


Street Name:	LARKSPUR LANDING CIR (E)						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	85	0	81	97	1217	0	0	1243	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	81	97	1217	0	0	1243	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.85	1.00	0.67	0.65	0.99	1.00	1.00	0.91	0.81
PHF Volume:	0	0	0	100	0	121	149	1229	0	0	1366	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	121	149	1229	0	0	1366	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	100	0	121	149	1291	0	0	1434	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	1900	0	1900	1900	3800	0	0	3517	283
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.06	0.08	0.34	0.00	0.00	0.41	0.41
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	12.8	0.0	12.8	15.9	98.2	0.0	0.0	82.3	82.3
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.59	0.59	0.42	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	36.3	34.4	2.0	0.0	0.0	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	36.3	34.4	2.0	0.0	0.0	6.7	6.7
DesignQueue:	0	0	0	6	0	7	9	17	0	0	34	3

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
1994 HCM Operations (Base Volume Alternative)  
BACKGROUND W/CONST - PM PEAK

Intersection #4: LARKSPUR LANDING CIR (E) & SIR FRANCIS DRAKE BLVD

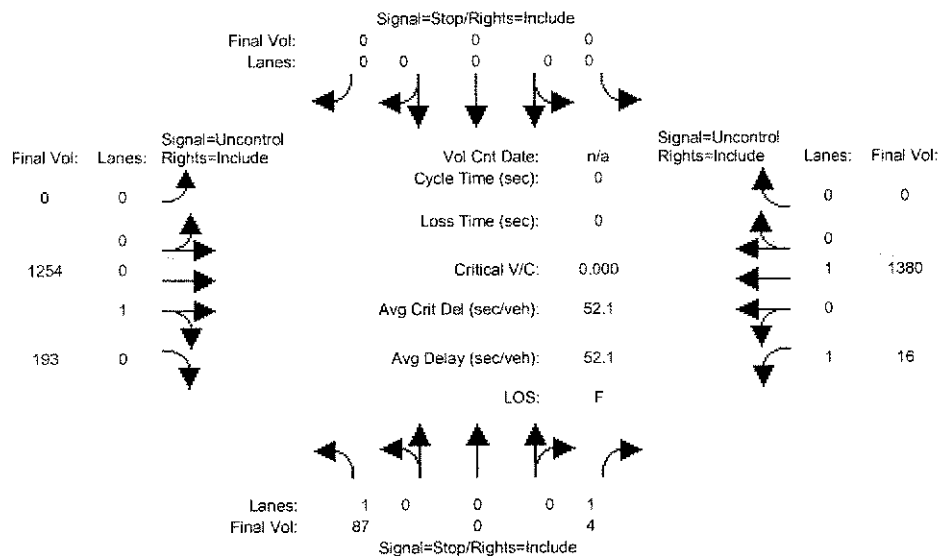


Street Name:	LARKSPUR LANDING CIR (E)						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	92	0	97	121	1507	0	0	1127	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	92	0	97	121	1507	0	0	1127	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.79	1.00	0.57	0.68	0.95	1.00	1.00	0.96	0.85
PHF Volume:	0	0	0	116	0	170	178	1586	0	0	1174	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	170	178	1586	0	0	1174	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.00	1.00	1.05	1.05
Final Vol.:	0	0	0	116	0	170	178	1666	0	0	1233	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1900	0	1900	1900	3800	0	0	3454	346
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.09	0.09	0.44	0.00	0.00	0.36	0.36
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	14.9	71.7	0.0	0.0	56.8	56.8
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.60	0.60	0.58	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	24.2	0.0	26.8	26.4	3.5	0.0	0.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.2	0.0	26.8	26.4	3.5	0.0	0.0	8.0	8.0
DesignQueue:	0	0	0	5	0	8	8	24	0	0	29	3

CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
BACKGROUND W/CONST - AM PEAK

Intersection #5: WEST GATE ENTRANCE & SIR FRANCIS DRAKE BLVD



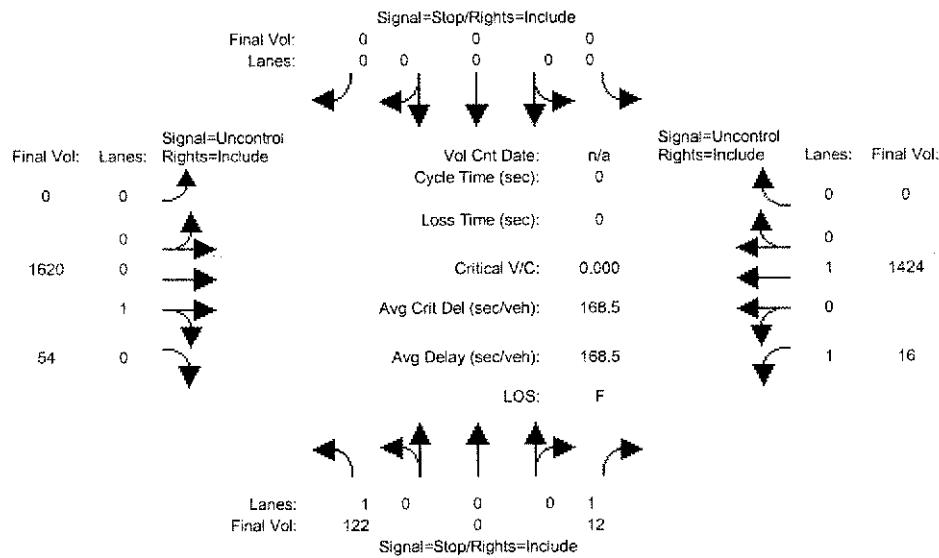
Street Name:	WEST GATE ENTRANCE						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	33	0	1	0	0	0	0	1229	77	9	1242	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	0	1	0	0	0	0	1229	77	9	1242	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.38	1.00	0.25	1.00	1.00	1.00	1.00	0.98	0.40	0.56	0.90	1.00
PHF Volume:	87	0	4	0	0	0	0	1254	193	16	1380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	87	0	4	0	0	0	0	1254	193	16	1380	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	2762	xxxx	1350	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1447	xxxx	xxxx
Potent Cap.:	22	xxxx	186	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	475	xxxx	xxxx
Move Cap.:	21	xxxx	186	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	475	xxxx	xxxx
Volume/Cap:	4.08	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
Queue:	11.1	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx
Stopped Del:	1758	xxxx	24.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.9	xxxx	xxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	1681.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		



CALIFORNIA DEPARTMENT OF CORRECTIONS  
SAN QUENTIN STATE PRISON TRAFFIC STUDY  
DKS ASSOCIATES

Level Of Service Computation Report  
2000 HCM Unsignalized (Base Volume Alternative)  
BACKGROUND W/CONST - PM PEAK

Intersection #5: WEST GATE ENTRANCE & SIR FRANCIS DRAKE BLVD



Street Name:	WEST GATE ENTRANCE						SIR FRANCIS DRAKE BLVD					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	82	0	6	0	0	0	0	1555	27	4	1253	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	0	6	0	0	0	0	1555	27	4	1253	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.67	1.00	0.50	1.00	1.00	1.00	1.00	0.96	0.50	0.25	0.88	1.00
PHF Volume:	122	0	12	0	0	0	0	1620	54	16	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	122	0	12	0	0	0	0	1620	54	16	1424	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	3103	xxxx	1647	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1674	xxxx	xxxxxx
Potent Cap.:	13	xxxx	124	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	388	xxxx	xxxxxx
Move Cap.:	13	xxxx	124	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	388	xxxx	xxxxxx
Volume/Cap:	9.63	xxxx	0.10	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.04	xxxx	xxxxxx
Level Of Service Module:												
Queue:	16.5	xxxx	0.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Stopped Del:	4465	xxxx	37.1	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	14.7	xxxx	xxxxxx
LOS by Move:	F	*	E	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	4069.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		